

DPD-7884-59

23 November 1959

MATERIEL WEEKLY ACTIVITIES REPORT

25X1A 1. Flameout, [ ] - During a test flight at [ ] a flameout was experienced resulting in a successful "dead-stick" landing. Investigation indicated a cotter key missing from fuel Bypass Shaft Nut allowing nut to come off shaft. Fuel pressure caused Bypass to seat on totalizer outlet fitting, shutting off fuel to engine. FOG notified of deficiency. Operating units and Depot directed to perform inspection on all engines. One additional engine located at [ ] without cotter key. Informal investigation revealed that a total of twenty-one fuel transmitters had been received from Air Force stocks during the period 23 August 1957 through 22 May 1959. An interim seventeen of these transmitters were returned to Air Force for TOC. Those transmitters lacking cotter keys did not have Lockheed decals which indicated they were not processed through that activity. Remedial Action - Cotter keys are installed in all present fuel transmitters and all transmitters coming into the system will be inspected by Lockheed.

25X1A 2. The following Engineering Change Proposals were reviewed and staffed with resulting action as indicated:

- 25X1D
- a. IAC 26-1 - Chix Tail Boxes, two each for better performance of [ ] (Approved)
  - b. IAC-51 - Cockpit Lighting and Equipment Modification. (Approved)
  - c. IAC-52 - System VII Wiring Provisions for [ ] 355 as back-up to #344. (Approved)
  - d. IAC-53 - Ejection Seat Safety Pin - Replacement. (Approved)
  - e. IAC-54 - Provision for AFX6 during ferry operation. (Approved)
  - f. IAC-56 - Hydraulic Pressure Reducer - Replacement due to high failure rate of present part. (Approved)
  - g. IAC-57 - Replacement of Wiring - Engine Compartment due to deterioration caused by heat. (Approved)
  - h. IAC-58 - Replacement Pads and Fiberglass Covering for Transport Carts. (This proposal is held this office pending re-evaluation of actual number of carts required by operating units.)
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- i. IAC-59 - Aircraft Weighing Scale - Replacement. To afford accuracy in establishing the c.g. of aircraft. (Being held pending determination of availability of required scales through government assets.)
- j. P-E-2 - Shock Mounted Hatchet - Remove and replace solid mounting to rubber. Reduces bending and lengthens component service hours. (Approved)
- k. P-E-1 - Transistorized control for Metering Switch - MCLA Tracker. Reduces initial motor starting amperage surge on switch reducing arcing and pitting. (Approved)
- l. HYA-32 - (Hyeon Manufacturing Co.) Addition of Blade Guard to upper casting of HS732 Shutter to prevent damage during handling. (Approved)

25X1A 3. Completed construction at [ ] Reviewed and approved plans for extension of hangar. Completed drilling of the well at [ ] and authorized tests. The following vehicles received at [ ] during reporting period:

- a. Lowboy trailer with wrecker and 1T forklift, from McLellan AFB. [ ] 25X1A
- b. One 1959 Plymouth Sedan from Stead AFB, [ ] available for delivery. 25X1A
- c. One fork lift, 15,000 pounds from Prairie, Mississippi, [ ] 25X1A
- d. One crash truck from Prairie, Mississippi, [ ] available for delivery. 25X1A
- e. One fork lift, 6,000 pounds from Prairie, Mississippi, [ ] 25X1A
- f. One crane, 30' boom w/5' extension from Prairie, Miss., arrived [ ] 11-17. 25X1A
- g. Two AF Weapons carriers from Biggs AFB [ ] 25X1A
- h. Two 3/4T Trucks from Prairie, Miss. [ ] 25X1A

4. Twenty-five requisitions were processed totaling \$11,555.37 for which transportation costs were incurred at \$78.55. 13,694 pounds and 1010.1 cube were airlifted.

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5. Bensen Tank Installation C-130 Aircraft - Kits were shipped from Travis AFB via MATS on 19 November 1959. ETA Kadana 22 November 1959. Additional information was furnished the field on re-wiring. A progress report will be submitted to Headquarters indicating arrival time and installation.

25X1A 6. [ ] A support contract was consummated during the reporting period with the Contracts Division, Office of Logistics, in the amount of \$50,000 in support of the [ ]

7. Wiesbaden Movement to Eglin - The final major shipment of supplies and equipment arrived at Eglin AFB 18 November 1959. This leaves 6,000 pounds yet to be moved for completion. Such movement will be accomplished through use of the C-54 or C-118 on PCS move to Eglin. Wiesbaden has been notified to transfer C-54 5558 approximately 7 December 1959. C-118 #53-3278 to be transferred approximately 15 January 1960 as previously planned.

[ ]  
Chief, Materiel Branch  
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